

**DESIGN NARRATIVE
BEL CANTO APARTMENTS
WESTFIELD, IN**

November 29, 2021

INTRODUCTION:

The following commentary reflect general understandings offered as a guide to the land planning as currently proposed and observations of the site important to its implementation. The proposed site lies currently west of Highway 31 (N Meridian Street) and south of 169th Street (David Brown Drive). Within its boundaries lies a preferred routing (alignment uncertain) for an extension of a main collector road (Westfield Blvd) proposed to generally parallel the highway. These collector road alignments would bifurcate the site and seek alignment with the existing intersection on David Brown Drive and the southwestern corner of the site abutting an existing single family development.

On a portion of the western property line lays an existing car dealership (intersection of David Brown and N. Meridian). To the east lays existing multifamily developments.

The proposed collector road seeks a 120' wide right of way through the site along with a portion of the road to be built initially at two lanes but designed for future widening to a full four lane street.

In general the land use as might be allowed would seek to follow Traditional Neighborhood Design (TND) principals as outlined in an overlay district with mixed use applications at an intensity to be identified. The site thus is arranged with buildings to the street and the majority of parking shielded away from public view. Buildings of stature (4-story) with a more "urban" and commercial identity would appear to be preferred.

While a small measure of wet condition lies in the northwestern corner of the site it initially appears to be non-jurisdictional and available for functional uses as may be proposed.

PROPOSED VISION:

The planning objective is to provide a horizontal mixed use commercial/multi-family community of garden-rise buildings within a unified campus. As part of this vision, proposed unit plans, site plan and character elevation studies have been advanced to offer a basis for further review and input.

The position of the proposed community seeks preferred market positioning for "renters by choice", representing a constituency ranging from late 20's to senior populations, all seeking a lifestyle, "lock and leave" convenience with full service and amenity offerings.

Buildings as proposed would be characterized by interior corridor exit assemblies, elevators, and selective private attached garages. Communal amenities would offer state of the art

amenities and services including items such as resort pool, outdoor activity areas (bag toss, bocce ball court, health and fitness suite, outdoor loggia and summer kitchen, internet café, bicycle storage and maintenance area, pet park and pet care station, car washing area, centralized trash management and maintenance facility, and other appropriate resident activity spaces.

Units would be generously sized with expansive open plan living areas with island kitchens, king bed sized bedroom suites, dressing suites in all master bedrooms, expanded balconies or sunrooms, and defined work areas within each unit as a home office.

State of the art security, technology and internet entertainment access would be a part of each unit infrastructure.

DESIGN CONCEPT:

The frontage on David Brown Drive seeks a corner execution that has non-residential, likely developed as a commercial pad separate from the multifamily structures to the south as the collector road moves from north to south.

The site development plan envisions an alignment of the through collector road seeks placement as close to highway 31 as available based upon road radius limitations. This alignment effectively places the residential structures all east of the collector road with building facades facing not only the collector road but the highway as well. Sidewalks along the collector road would invite pedestrian movement to the commercial areas on David Brown and potentially to the future commercial south along the collector road proposed alignment when finished.

Central to optimizing the softness of road curves in the collector road, it is proposed a clipping of the storm retention pond of the car dealership in their southeast corner. This more compactly effects the turn required and allows also for a secondary access to the dealership from the future collector road should that be desired. Other remnant land areas west of the collector road are assigned for detention and relocation of the dealership storm water collection system.

The majority of buildings align themselves along the collector road enclosing the resident parking and amenity domain. Surface parking and “tuck under” garages are serviced from the development’s internal drive system. Each garage would include a full size parking apron in tandem fashion, allowing the resident to have two “reserved” spaces immediate to the building with every garage unit.

Individual private entries from the street sidewalk for those units on grade that front the collector road orientation could also be provided.

In a reflection of a direction seeking a commercial character, the image of the potential façade of the structure offers a more contemporary urban image with flat roofs, expanded window

areas, and animated building forms within each overall elevation. Flat roofs with parapets would be employed to omit dependency upon ground level condensers and to maintain a clean landscape appearance on all sides of the structure.

The garden-rise residential application provides for a more continuous building edge to the collector road frontage. A typical commercial/office application would result in no more than two buildings with footprints that would be surrounded on three sides with parking fields, as the commercial parking standard that would apply would more than double the parking demand of the same floor area used in residential use. Effectively the continuous building street face would be severely compromised and the parking field fully exposed to the collector road and the expressway.

It should also be noted, the units as proposed and the common area amenities are fashioned with a view to the expanding professional work force that primarily “works from home”. The majority of units have designated work areas within them for a home office, and the common area amenity include appointments similar to those found in “We Work” shared business environments, with meeting and technology support infrastructure of a premium standard available for resident use.

For this reason the occupancy proposed seeks to allow for “home office” applications, as an allowable occupancy within residential setting.

SUMMARY:

This proposed development seeks to provide a single master plan development that advances the public agenda of the collector road. Under the understanding the road right of way would likely not be advanced through condemnation proceedings, the linkage this segment of the road as proposed is a critical segment of its ultimate purpose. With this master plan approach both the private investment and the public purpose are advantaged in “time to implement” and in “public investment” for right of way land area.

To that end a collaborative blending of use and planning conformance the public interest is offered as a means to optimize the timely outcome of both applicant and public desires.